

**2017 Active Transportation Program Greenhouse Gas Reduction Funds
Supplemental Application Material**



Implementing Agency:	City of Rialto 150 S. Palm Avenue Rialto, CA 92376
Implementing Agency Contact Person:	Lonny Young, PE Project Manager (909) 820-2525 Ex. 2441 lyoung@rialto.ca.gov
ATP Cycle 3 Project Application No:	8-Rialto-2
Project Name:	Cactus Avenue Multi-Use Path
Project Description:	Construct new multi-use path featuring a bi-directional bike path and buffered pedestrian path, reconstruct curb ramps to be ADA compliant, construct small parking lot, modify fencing to provide trail access, and installation of flashing beacon system with in-roadway warning lights for trail crossing.
Project Location:	The project locations include the following: Cactus Avenue from Baseline Road to Rialto Avenue, intersection of Maple Avenue and the Pacific Electric Trail, and on the Pacific Electric Trail between Cedar Avenue and Cactus Avenue.

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Part 1
Updated Schedule and Funding Plan

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	6/29/17
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08						
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SBD	Cactus Avenue			City of Rialto		
				MPO	Element	
				SCAG	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Lonny Young		909-820-2525		lyoung@rialto.ca.gov		
Project Title						
Cactus Avenue Multi-Use Path						
Location, Project Limits, Description, Scope of Work						<input checked="" type="checkbox"/> See page 2
The proposed project includes construction of a multi-use trail along the west side of Cactus Avenue from Baseline Road to Rialto Avenue. The new multi-use trail will feature a bi-directional bike trail with a buffered pedestrian trail that increases capacity to accommodate multiple non-motorized users. An existing asphalt concrete trail has limited functionality. New curb ramps at roadway crossing locations will comply with ADA requirements.						
<input checked="" type="checkbox"/> Includes ADA Improvements			<input checked="" type="checkbox"/> Includes Bike/Ped Improvements			
Component		Implementing Agency				
PA&ED	City of Rialto					
PS&E	City of Rialto					
Right of Way	N/A					
Construction	City of Rialto					
Purpose and Need						<input type="checkbox"/> See page 2
The City of Rialto is a disadvantaged community that will greatly benefit from the proposed project. The proposed improvements will encourage increased bicycling and walking by implementing new facilities along Cactus Avenue. By improving existing conditions, residents in the surrounding neighborhoods will be more inclined to use active transportation as a way of travel due to increased safety and ease of use. Rialto has one of the highest obesity rates in San Bernardino County, therefore the focus of the improvements is to ensure the disadvantaged community will have increased mobility and access to healthy and active modes of transportation.						
Project Benefits						<input type="checkbox"/> See page 2
The project promotes active transportation to 6 schools and other destinations located within 2.0 miles of the project limits. The proposed multi-use path will connect to other bicycle facilities within the City to create a larger regional bicycle network. The proposed pedestrian improvements increase safety by creating a dedicated walkway that is ADA compliant. Promoting biking and walking reduces greenhouse gas emissions.						
<input checked="" type="checkbox"/> Supports Sustainable Communities Strategy (SCS) Goals			<input checked="" type="checkbox"/> Reduces Greenhouse Gas Emissions			
Project Milestone						Proposed
Project Study Report Approved						N/A
Begin Environmental (PA&ED) Phase						01/01/17
Circulate Draft Environmental Document				Document Type	CE	04/01/17
Draft Project Report						N/A
End Environmental Phase (PA&ED Milestone)						06/01/17
Begin Design (PS&E) Phase						07/01/17
End Design Phase (Ready to List for Advertisement Milestone)						04/01/18
Begin Right of Way Phase						N/A
End Right of Way Phase (Right of Way Certification Milestone)						07/01/18
Begin Construction Phase (Contract Award Milestone)						09/01/18
End Construction Phase (Construction Contract Acceptance Milestone)						03/31/19
Begin Closeout Phase						04/01/19
End Closeout Phase (Closeout Report)						06/01/19

ADA Notice

For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento, CA 95814.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised May 2013)

General Instructions

<input checked="" type="checkbox"/> New Project					Date:	6/29/17
District	EA	Project ID	PPNO	MPO ID	TCRP No.	
08						
Project Title						
Cactus Avenue Multi-Use Path						
Additional Information						
<p>Project Description (con't): At the south end of the project, a parking lot will be constructed on the northwest corner of Cactus Avenue and Rialto Avenue to provide approximately 35 spaces for recreational users to park and use the adjacent active transportation facilities. The project also proposes to improve the Pacific Electric Inland Empire Trail crossing at Maple Avenue by constructing flashing beacons with an in-roadway warning light system to complement the new high visibility crosswalk.</p>						

ADA Notice

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised April 2015)

Date: 6/29/17

District	County	Route	EA	Project ID	PPNO	TCRP No.
08	SBD	Cactus Avenue				
Project Title: Cactus Avenue Multi-Use Path						

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	
E&P (PA&ED)		100						100	
PS&E			215					215	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,459				1,459	
TOTAL		100	215	1,459				1,774	

Fund No. 1:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
									ATP GGRF
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,082				1,082	
TOTAL				1,082				1,082	

Fund No. 2:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
									Development Impact Fees
E&P (PA&ED)		100						100	City of Rialto
PS&E			215					215	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		100	215					315	

Fund No. 3:	Proposed Funding (\$1,000s)								Program Code
Component	Prior	16/17	17/18	18/19	19/20	20/21	21/22+	Total	Funding Agency
									Measure I Funds
E&P (PA&ED)									City of Rialto
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				377				377	
TOTAL				377				377	

Part 2
Greenhouse Gas Emission Reduction
Calculation



California Air Resources Board
Calculator for the
California Transportation Commission
Active Transportation Program
Greenhouse Gas Reduction Quantification Methodology
Fiscal Year 2016-17

This is a new GHG Emission Reduction Calculator Tool specific to CTC ATP Projects that are eligible for GGRF funding. The SGC AHSC Quantification Methodology and Calculator Tool for FY 2015-16 may not be used for this program.

The California Air Resources Board (ARB) is responsible for providing the quantification methodology to estimate greenhouse gas (GHG) emission reductions from projects receiving monies from the Greenhouse Gas Reduction Fund (GGRF). This GHG emission reduction calculator accompanies the quantification methodology for the Fiscal Year (FY) 2016-2017 California Transportation Commission (CTC) Active Transportation Program (ATP) available at: <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/quantification.htm>

Instructions: Applicants must use this calculator to estimate the GHG reductions associated with the quantification methodology. This Excel file must be submitted with other documentation requirements. Please use the following file naming convention: "[Project Name].calc.FY16-17" not to exceed 20 characters. Project names may be abbreviated. Additional documentation may be necessary to substantiate the inputs to this file. Fields highlighted in yellow indicate input is needed by the project applicant. Fields highlighted in green indicate selection from the drop-down menu is needed by the project applicant. The drop-down menu appears when the cell is activated. If some text within a cell is not visible, adjust the zoom level of the worksheet.

Read Me Tab

Enter the Project Name and the contact information for person who can answer project specific questions on the quantification calculations.

Project Name:	Cactus Avenue Multi-Use Path
Contact Name:	Lonny Young
Contact Phone Number:	(909) 820-2525 x2441
Contact Email:	lonny@caltrans.ca.gov
Date Completed:	6/26/2017

New Bike-Ped Infrastructure Tab

Applicants must work from left to right and enter all relevant data. Some cells may turn black based on inputs and black cells should be left blank. Applicants should use as many rows as necessary to characterize all relevant features of the proposed project. Inputs must be substantiated in the documentation provided to CTC and ARB.

Bike Share Tab

Applicants must work from top to bottom and enter all relevant data. Inputs must be substantiated in the documentation provided to CTC and ARB.

GHG Summary Tab

Total Project GHG emissions reductions and emissions per dollar of funding requested are calculated in this tab. Applicants must provide the funding request in this tab and use the output as part of the Documentation as detailed in Section C of the quantification methodology.

Definitions Tab

Definitions are provided for many of the terms used in this calculator. Additional information is provided in the quantification methodology.

Cells Formatting Guide

	User-input cells
	User-input cells with a drop-down menu (drop-down menu appears when the cell is activated)
	Cells with automated calculations

Cells Formatting Guide

	All applicants must enter data here
	Information; no data are entered here

Additional information specific to the quantification methodology may be found at: www.arb.ca.gov/cc/capandtrade/auctionproceeds/quantification.htm
 More information on ARB's efforts to support implementation of GGRF investments may be found at: www.arb.ca.gov/auctionproceeds
 Questions on this calculator should be sent to: G.GRFProgram@arb.ca.gov
 Questions on the ATP program should be sent to: [Laurie Waters](mailto:Laurie.Waters@dot.ca.gov)
 (916) 651-6145



California Air Resources Board
 Calculator for the
California Transportation Commission
 Active Transportation Program
Greenhouse Gas Reduction Quantification Methodology
 Fiscal Year 2016-17



Project Name: Cactus Avenue Multi-Use Path

	GHG Emissions (MT CO ₂ e)	Description	Troubleshooting Tips
New Infrastructure GHG Emission Reductions	235.44		
Bike Share GHG Emission Reductions	-		
Total GHG Emission Reductions	235.44	Total GHG emission reductions	"-" may result from not entering information into all required cells in Inputs Tab
ATP GGRF Funds Requested (\$)	1,082,000.00	ATP GGRF Funds Requested for the proposed project.	
Total GHG Emission Reductions ATP GGRF Funds Requested (\$)	0.00021760	Emission reductions per ATP GGRF funding requested	"#DIV/0!" results from not entering a value for ATP Funds Requested. "#VALUE!" results from a non-numeric entry in ATP Funds Requested.
Total GGRF Funds Requested (\$)	1,082,000.00	Total GGRF Funds Requested for the proposed project. If you are applying, have applied, or are planning to apply for additional GGRF funds for the proposed project, enter the combined funding request for all GGRF programs	
Total GHG Emission Reductions Total GGRF Funds Requested (\$)	0.00021760	Emission reductions per total GGRF funding requested.	"#DIV/0!" results from not entering a value for Total GGRF Funds Requested. "#VALUE!" results from a non-numeric entry in Total GGRF Funds Requested.
Total Project Cost (\$)	1,774,000.00	Total cost of the proposed project.	
Total GHG Emission Reductions Total Project Cost (\$)	0.00013272	Emission reductions per total project Cost.	"#DIV/0!" results from not entering a value for Total Project Cost. "#VALUE!" results from a non-numeric entry in Total Project Cost.

Part 3
Disadvantaged Community Data

Disadvantaged Community Data

Table 1 - CalEnviroScreen 2.0 Scores

<i>Census Tract</i>	<i>CalEnviroScreen 2.0 Score</i>	<i>CalEnviroScreen 2.0 Percentile Range</i>	<i>Pollution Burden Percentile</i>	<i>Population Characteristics Percentile</i>	<i>Population</i>
6071003505	49.25	91-95%	73	94	5969
6071003503	49.20	91-95%	84	86	5489
6071003510	48.44	91-95%	60	99	4512
6071003509	48.18	91-95%	69	96	4827
6071003507	36.98	76-80%	69	70	4887

(Source: <https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-version-20>)

Table 2 - Project Coordinates

<i>Location</i>	<i>Latitude</i>	<i>Longitude</i>
North Project Limits	34.1211833 N	-117.3835361 W
South Project Limits	34.0996528 N	-117.3834861 W

Project Purpose and Need

The proposed Cactus Avenue Multi-Use Trail project is located within five (5) Census Tracts that are amongst the top 25% disadvantaged communities in the state based on CalEnviroScreen 2.0 scores, see Table 1. Of these five disadvantaged census tracts, four of them are amongst the most disadvantaged within the state by being in the top 10% of CalEnviroScreen 2.0 scores. The project provides a direct and meaningful benefit to all members of the surrounding disadvantaged community by constructing a new active transportation facility that improves connectivity to regional destinations and addresses the public health needs of the community.

The project is located within 0.5 mile of six schools that will greatly benefit from the new bicycle and pedestrian facility. The specific schools that are impacted by the proposed project include Eisenhower High School, Dunn Elementary School, Dollahan Elementary School, Rialto Community Day School, Werner Elementary School, and Rialto Middle School. These six schools have a combined enrollment of 6,000 students that will have direct access to the proposed infrastructure improvements. Students and parents will be able to utilize the proposed multi-use path as a realistic alternative to motor vehicle use when traveling to and from school. The new bicycle and pedestrian facilities will encourage more members of the local community to partake in active transportation as a way of travel that will lead to increased health benefits. The safety benefits provided by the project will also reduce perceived mental barriers and increase the comfort level of parents to allow their children to walk and bike to school.

In addition to being in close proximity to multiple schools, the project improvements will also connect to other community destinations within 2 miles of the project limits where an increase in

bicycling and walking can be realized. Table 3 lists the destinations and activity centers located within 2 miles of the project that will have improved connectivity and accessibility as a result of the new bicycle and pedestrian trail.

Table 3 - List of Destinations Served (within 2 mile limit)	
Location	Size
<i>Rialto Metrolink Station (0.7 miles away)</i>	<i>342 boardings avg weekday</i>
<i>Pacific Electric Multi-use Trail</i>	<i>21 miles</i>
<i>Bud Bender Park</i>	<i>9.5 acres</i>
<i>Fernandez Park</i>	<i>3.3 acres</i>
<i>Flores Park</i>	<i>3.5 acres</i>
<i>Jerry Eaves Park</i>	<i>24.5 acres</i>
<i>Sand Hills Park</i>	<i>9.4 acres</i>
<i>Renaissance Center</i>	<i>187,000 sq ft retail</i>
<i>North Rialto Center</i>	<i>145,000 sq ft retail</i>
<i>Acacia Plaza</i>	<i>117,000 sq ft retail</i>
<i>Foothill Center</i>	<i>169,000 sq ft retail</i>
<i>Home Depot</i>	<i>172,000 sq ft retail</i>
<i>Rialto Shopping Center</i>	<i>228,000 sq ft retail</i>
<i>Rialto Square</i>	<i>130,000 sq ft retail</i>
<i>Rialto Library</i>	<i>8,000 sq ft</i>
<i>Rialto City Hall/Civic Center</i>	<i>12,000 sq ft</i>
<i>US Post Office</i>	<i>8,000 sq ft</i>
<i>Rialto Police Department</i>	<i>9,500 sq ft</i>
<i>Monster Energy Distribution Center</i>	<i>1,050,000 sq ft warehouse</i>
<i>Niagara Bottling Distribution Center</i>	<i>585,000 sq ft warehouse</i>
<i>Amazon Distribution Center</i>	<i>996,000 sq ft warehouse</i>
<i>Under Armour Distribution Center</i>	<i>1,120,000 sq ft warehouse</i>
<i>Target Distribution Center</i>	<i>250,000 sq ft warehouse</i>

The project will also connect to existing bicycle and pedestrian routes to further expand the City's active transportation network. The proposed bicycle and pedestrian facility is included in San Bernardino County Transportation Authority's Non-Motorized Transportation Plan and supports

several goals and policies listed within this regional plan. By constructing a new active transportation facility to connect to existing bicycle facilities, this project will greatly improve bicycle travel throughout the City.

Bicycle and pedestrian counts were collected for Cactus Avenue on a typical weekday on March 31, 2016 and on a typical Saturday on April 2, 2016 from 7 AM to 7 PM. These counts are summarized in Table 4. The count data shows there is demand from the local community to implement a multi-use path that can be used by both pedestrians and bicyclist along Cactus Avenue. It should also be noted that there were more non-motorized users during a typical weekday than weekend along Cactus Avenue. This shows that more residents are using this north-south route for daily commutes over recreational uses. To estimate the number of potential bicyclists expected to use the new facilities once completed, the City consulted with the Transportation Research Board's National Cooperative High Research Program Report 770: *Estimating Bicycling and Walking for Planning and Project Development: A Guidebook*, Bike Count Data Clearinghouse's white paper on *Tools for Estimating Benefits*, and Los Angeles County Bicycle Coalition's *L.A. Bike and Ped Count 2013 Findings and Recommendations*. Based on the research findings and methodologies in these documents, Rialto expects bicycle ridership to increase by 391% for a Class I multi-use path once the project is completed. The proposed pedestrian path improves as existing walking route; therefore, the City anticipates a modest increase of 15% in pedestrian use of the project based on a sidewalk impact study conducted in Seattle by the Center for Applied Research, Inc., as part of a subcontract from the University of North Carolina Highway Safety Research Center. The projected daily bicycle and pedestrian usage after the first year of project completion are also summarized in Table 4.

Table 4 - Bicycle and Pedestrian Counts

Cactus Avenue between Foothill Blvd and 2nd St	Weekday Count March 31, 2016		Weekend Count April 2, 2016	
	7 AM to 7 PM		7 AM to 7 PM	
	Bicyclist	Pedestrians	Bicyclist	Pedestrians
2016 Counts	19	54	14	24
Projected (1 Year After Completion)	74	62	55	28

The project also improves connectivity to regional transit as the new multi-use trail infrastructure will intersect with roadways that feature existing OmniTrans bus service. OmniTrans currently operates bus routes number 10 and 14 that run along Baseline Rd and Foothill Blvd. These two OmniTrans bus routes extend to the neighboring cities of Fontana, San Bernardino, and Colton, thereby extending the regional connectivity of the proposed bike routes. The Rialto Metrolink Station is only 0.7 miles away from the project limits, so commuters are still within reasonable walking and bicycling distance to the station. Metrolink provides commuter rail service to San Bernardino to the east and a variety of cities including Los Angeles to the west, thereby increasing the regional connectivity of the new trail. The bicycle facility improvements will remove barriers to bicycling since it provides bicyclist with a defined route of travel to their destinations and connections to the regional mass transit system.

The project will address public health and traffic density as two of the higher factors in the CalEnviroScreen 2.0 that caused the project area to be defined as a disadvantaged community. The proposed improvements will directly improve public health through the promotion of walking and bicycling to the local disadvantaged communities. The improvement to active transportation facilities encourages bicycling and walking as the desired mode of transportation that is a direct result of improved safety, ease of use, and increased connectivity with OmniTrans and Metrolink transit lines. The City of Rialto lies within one of the most polluted counties in the nation, as County of San Bernardino is currently ranked #1 in the entire United States for the most ozone-polluted county by the American Lung Association's *State of Air 2017 Report*. San Bernardino County had a weighted average of 142.3 high ozone days in the unhealthy range during a 3-year study period from 2013 to 2015 that resulted in a grade of F. The next highest County had a weighted average of 122.0 high ozone days during that same 3-year timeframe. Those mostly at risk are residents with lung and heart disease particularly children and the elderly. In San Bernardino County alone, the *State of Air 2017 Report* showed that more than 180,000 adults and children have asthma, 65,000 residents have Chronic Obstructive Pulmonary Disease, 94,000 have cardiovascular disease, and 144,000 individuals suffer from diabetes. Building the multi-use trail will encourage residents to use active transportation instead of motorized vehicle for the desired mode of transportation, the reduction in vehicle miles traveled and greenhouse gas emissions will reduce the number of dangerous high ozone days for the community.

Furthermore, the 2017 County Health Rankings and Roadmaps program produced by the Robert Wood Johnson Foundation provides several health factors that show San Bernardino County falling behind the statewide average. Some of these health factors including adult obesity, physical inactivity, access to exercise opportunities, and air pollution which are summarized in Table 5. Overall, the County Health Rankings and Roadmaps show that San Bernardino is ranked 45 out of 57 counties in California for health factors with physical environment receiving the lowest ranking of 55 out of 57 counties statewide.

Heath Factor	San Bernardino County	California
<i>Adult obesity</i>	28%	23%
<i>Physical inactivity</i>	19%	17%
<i>Access to exercise opportunities</i>	90%	94%
<i>Air pollution – particulate matter</i>	14.2	8

(Source: www.countyhealthrankings.org)

Project Benefits

The multi-use trail project improvements will directly enhance public health by promoting the use of active transportation to the local disadvantaged community. The community's public health challenge of obesity is a byproduct of inadequate bicycle and pedestrian facilities and poor access to active transportation. The project will alleviate these physical barriers by constructing a multi-use path that provides new opportunities for physical activity and promotes healthy lifestyles. This dedicated facility that accommodates both pedestrians and bicyclists will encourage active transportation as the desired mode of travel and will result in improved safety, ease of use, and greater connectivity with OmniTrans and Metrolink transit service. It is expected that the percentage of residents with reported physical inactivity will decrease as a result of this project due to greater access to physical activity such as bicycling and walking. Increased walking and bicycling for recreational, work, and school travel can result in more recreational opportunities, improvements to individuals' health and decreased healthcare costs, therefore providing an overall improvement in quality of life.

By encouraging bicycling and walking, the health benefits of the project include decreased risks for heart disease, diabetes and hypertension, as well as increased sense of wellbeing. Researchers in the San Francisco bay area found that increasing the median minutes of daily walking and bicycling from 4 to 22 minutes has the potential to decrease greenhouse gas emissions by 14% and the burden of cardiovascular disease and diabetes by 14%. For children, the increased use of bicycling and walking will strengthen bones during critical growth periods, increase confidence and self-esteem, and decrease childhood obesity risks. Research conducted by ChangeLab Solutions, a non-profit organization providing legal information on public health, shows that adolescents who bicycle are 48% less likely to be overweight as adults. A recent study from the Institute for Transportation and Development Policy has shown that promoting active transportation reduces the usage of vehicles as a mode of transportation which in turn reduces vehicles miles traveled and greenhouse gas emissions.

The economically disadvantaged community of Rialto will also benefit from the proposed project to promote the idea of active transportation. With 17% of the 24,945 Rialto households below the poverty level, many families are unable to afford the high ownership cost of a motor vehicle. As a result, they rely heavily on active transportation and public transit to get to their place of employment or other destinations on a daily basis. By constructing a new multi-use trail, the disadvantaged community will have greater accessibility to bicycling and walking, thereby increasing the effectiveness of active transportation in reducing greenhouse gas emissions.

Part 4

Letters of Support



RANDY L. DE ANDA
Chief of Police

RIALTO POLICE DEPARTMENT

128 NORTH WILLOW AVENUE
RIALTO, CA 92376-5894



(909) 820-2578
EMERGENCY 9-1-1

June 12, 2017

Raymond Wolfe, Executive Director
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Dear Mr. Wolfe:

On behalf of the Rialto Police Department, I am pleased to offer our support for the City of Rialto's application to the Transportation Development Act – Article 3 Grant Program for the Cactus Avenue Trail Project.

The Rialto Police Department is committed to the goals established by the Air Resources Board and believes that the planning and completion of the Cactus Avenue Trail is important. The project will improve environmental and public health factors by providing the community with landscape improvements that reduce GHG emissions, as well as providing areas for recreational activities and fitness.

We have faith that this project will improve recreational opportunities for the City of Rialto. The 10 foot wide, 1.5-mile-long trail construction will vastly improve the lives of residents in the heavily populated neighborhoods in nearby.

Our agency looks forward to completion of the project and assuming an active role in the planning and implementation of the Trail.

Sincerely,

A handwritten signature in black ink, appearing to read "Randy De Anda".

Randy De Anda
Chief of Police



Rialto Fire Department



June 12, 2017

Raymond Wolfe, Executive Director
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Dear Mr. Wolfe:

On behalf of the Rialto Fire Department, I am pleased to offer our support for the City of Rialto's application to the Transportation Development Act – Article 3 Grant Program for the Cactus Avenue Trail Project.

The Rialto Fire Department is committed to the goals established by the Air Resources Board and believes that the planning and completion of the Cactus Avenue Trail is important. The project will improve environmental and public health factors by providing the community with landscape improvements that reduce GHG emissions, as well as providing areas for recreational activities and fitness.

We have faith that this project will improve recreational opportunities for the City of Rialto. The 10 foot wide, 1.5-mile-long trail construction will vastly improve the lives of residents in the heavily populated neighborhoods in nearby.

Sincerely,

A handwritten signature in blue ink, appearing to read "Sean Grayson".

Sean Grayson
Fire Chief

Rialto Child Assistance

June 12, 2017

Raymond Wolfe, Executive Director
San Bernardino County Transportation Authority
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1715

Dear Mr. Wolfe:

On behalf of Rialto Child Assistance, I am pleased to offer our support for the City of Rialto's application for the Transportation Development Act – Article 3 Grant Program.

We believe that the completion of the Cactus Avenue Trail is important. The project will improve environmental and public health factors by providing the community with landscape improvements that reduce GHG emissions, as well as providing areas for recreational activities and fitness.

We have faith that this project will improve recreational opportunities for the City of Rialto. The 10 foot wide, 1.5-mile-long trail construction will vastly improve the lives of residents in the heavily populated neighborhoods in nearby.

We look forward to completion of the project and assuming an active role in the planning and implementation of the Trail.

Sincerely,



Judy Roberts
City Liaison